

Malpensa Airport (Milan)

IATA/ICAO CODE: MXP/LIMC
CITY: Milan
COUNTRY: Italy

AIRPORT CONTACT

Information updated by the airport 4/2011

Name: ENAC - DA Milano Malpensa Michela Garri
Title: SEA Milan Airports SEA Milan Airports
Airport: Malpensa Airport (Milan) Malpensa Airport (Milan)
Address: 21010 AEROPORTO Malpensa SEA Milan Airports
(Varese) I-20090 Segrate (Milano)
Italy Milan, Italy
Phone: +39 02 74867702 +39 02 7485 3857
Fax: +39 02 74867703 +39 02 7485 2051
Email: aero.malpensa@enac.gov.it garri.michela@sea-aeroportimilano.it
Airport Web Site: www.sea-aeroportimilano.it

ELEVATION: 768 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
17L/35R	3920	-	-	60
17R/35L	3920	-	-	60

NOISE ABATEMENT PROCEDURES
(Provision of Italian Civil Aviation Authority N 4216741A314.2 dated March 21, 1996)

Initial Climb Procedures:

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:

- take off power
- a) up to 1500ft QFE: - take off flap
- climb at V2 + 10/20KT IAS or as limited by body angle
- b) at 1500ft QFE: - reduce thrust and climb at V2 + 10/20KT IAS until reaching 3000ft QFE
- c) at 3000ft QFE: - accelerate smoothly to en route climb speed with flap retraction.

Approach and Landing Procedures:

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean

configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is 210KT + 10KT or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000ft QFE and aircraft to be established not beyond the OM, or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration changes so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3 degrees if no ILS is available.

Aircraft executing visual approach shall intercept descent path at not lower than 1000ft QFE.

Reverse Thrust:

The use of reverse thrust is allowed only at idle thrust except for provable safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Chapter 2 aircraft can not use Malpensa aerodrome, except for emergency.

PREFERENTIAL RUNWAYS

Runway utilization and criteria for runway selection

1) Taking into account provisions as in RAC 4 section (Radial/track departure scheme and Noise Abatement Procedures), RWY utilization will be selected by ATC according to the following wind components:

- MAX 10 KT steady and measured tail wind component
(CAA provision N° ENAC/UCEA/285/TRAF dated 24 May 2002)

Remark: when the runway selected by ATC is considered not suitable for the operation desired, pilots may request permission to use a different runway; in such case the runway may be subject to delay

2) Due to visual aids maintenance RWY 35/17 are closed daily except for infrastructural, meteorological and safety reasons, as follows:

RWY 35R/17L: from 0100 to 0200 (0000-0100)

RWY 35L/17R: from 0200 to 0300 (0100-0200)

3) Due to periodic inspections, RWY 35/17 are closed daily as follows:

RWY 35R/17L: 0515 - 0530 (0415 - 0430), 1030 - 1045 (0930 - 0945), 1445 - 1500 (1345 - 1400)

RWY 35L/17R: 0535 - 0550 (0435 - 0450), 1050 - 1105 (0950 - 1005), 1515 - 1530 (1415 -

1430)

Short time alterations due to traffic congestion to be expected

4) Due to ILS ground check, RWY 35/17 will be closed every Tuesday, except for possible limitations within the maneuvering

area, meteorological and safety reasons, as follows:

RWY 35R/17L: from 2200 to 2300 (2100-2200)

RWY 35L/17R: from 2100 to 2200 (2000-2100)

On trial basis, for temporary period Milano Malpensa noise abatement initial climb procedures are modified as follows:

Noise abatement departure profile for all RWYs (17/35)

During take-off climb, standard noise abatement procedures established by operators in compliance with a/a/c operating manual must be applied.

Alternate use of the RWYs for departures

RWY use for departures is modified as in the following scheme:

First day:

- from 06.30 to 10.30 local time, RWY 35L;
- from 10.30 to 18.30 local time, RWY 35R;
- from 18.30 to 23.30 local time, RWY 35L.

Second day:

- from 06.30 to 10.30 local time, RWY 35R;
- from 10.30 to 18.30 local time, RWY 35L;
- from 18.30 to 23.30 local time, RWY 35R.

Third day: as the first day.

Fourth day: as the second one, and so on.

A tolerance of +/- 15 minutes is allowed to the established time for RWY change.

The above alternate use of the RWYs may not be applied:

- if so required by safety reasons (i.e. operational or meteorological conditions);
- from 09.30 to 11.30 local time and from 20.30 to 22.30 local time.

These two hours periods may be shifted if so required by the peak-traffic forecast. If necessary, a tolerance +/- 15 minutes is allowed at the beginning and at the end of the above periods.

- A third one hour period of flexibility may be used to cope with peak of traffic that could affect the regularity of the airport operations. The use of this third period will be limited to a maximum of 100 days per year.

Use of the RWYs at night

- From 23.30 to 06.30 local time, RWY 35L shall be used for landing;
- From 23.30 to 06.30 local time RWY 17R will be used for takeoff

Remark 1:

When RWY 17R is not available for safety reasons, meteorological conditions and delays of

more than 20 minutes, will be preferably used RWY 35R.

Remark 2:

Due to visual aids maintenance RWY 25R/17L is closed daily from 0200-0300 local time, except for infrastructural, meteorological and safety reasons.

Remark 3:

Due to visual aids maintenance RWY 25L/17R is closed daily from 0300-0400 local time, except for infrastructural, meteorological and safety reasons.

Remark 4.

Due to ILS ground check, RWYs 35/17 will be closed every Tuesday, except for possible limitations within the maneuvering area, meteorological and safety reasons as follows"

RWY 35R/17L: from 2200 to 2300 (2100-2200)

RWY 35L/17R: from 2100 to 2200 (2000-2100)

Use of SIDs for departures of jet aircraft

All jet aircraft departing from the airport (RWY 35L/35R) will be instructed by ATC to follow initial climb track, according to the published SIDs (35R or 35L), in relation with the RWY of departure and the type of aircraft. See AIP RAC 4-1-5.3.6.

In accordance with ENAC Provision n. 42/2219/dated 23-06-200 all jets departing from the airport RWY 35L/35R shall be instructed to follow initial climb radial/track (related to published SIDs) in relation with the runway departure and the type of aircraft, as follows:

TYPE	RWY 35L	RWY 35R
Aircraft type BAE 146	No restriction	No restriction
Aircraft up to the class B 737 (except BAE 146)	R 280	R 040
Aircraft of the class A 310/A 320	R 310 R 280	
Subordinately	R 320	TR 358
Aircraft of the class MD 80	R 310 R 320	TR 358
Aircraft type B 757	R 320	TR 358
Other "medium" aircraft	R 310	TR 358
"Heavy" Aircraft	R 320	TR 358

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine run-ups other than engine pre-flight run-ups are not allowed. Additional engine run-ups may be approved on request and Additional engine tests may and shall not last for more than 10 minutes during period SR/SS

APU OPERATING RESTRICTIONS

Use of APU is allowed 5 minutes before STD but only to start up engines. In case of extraordinary reasons APU can be used; however this operation shall be limited to the shortest time. If ground generator units are not available at the aerodrome, APU can be started up 60 minutes before STD and switched off 20 minutes after arrival.

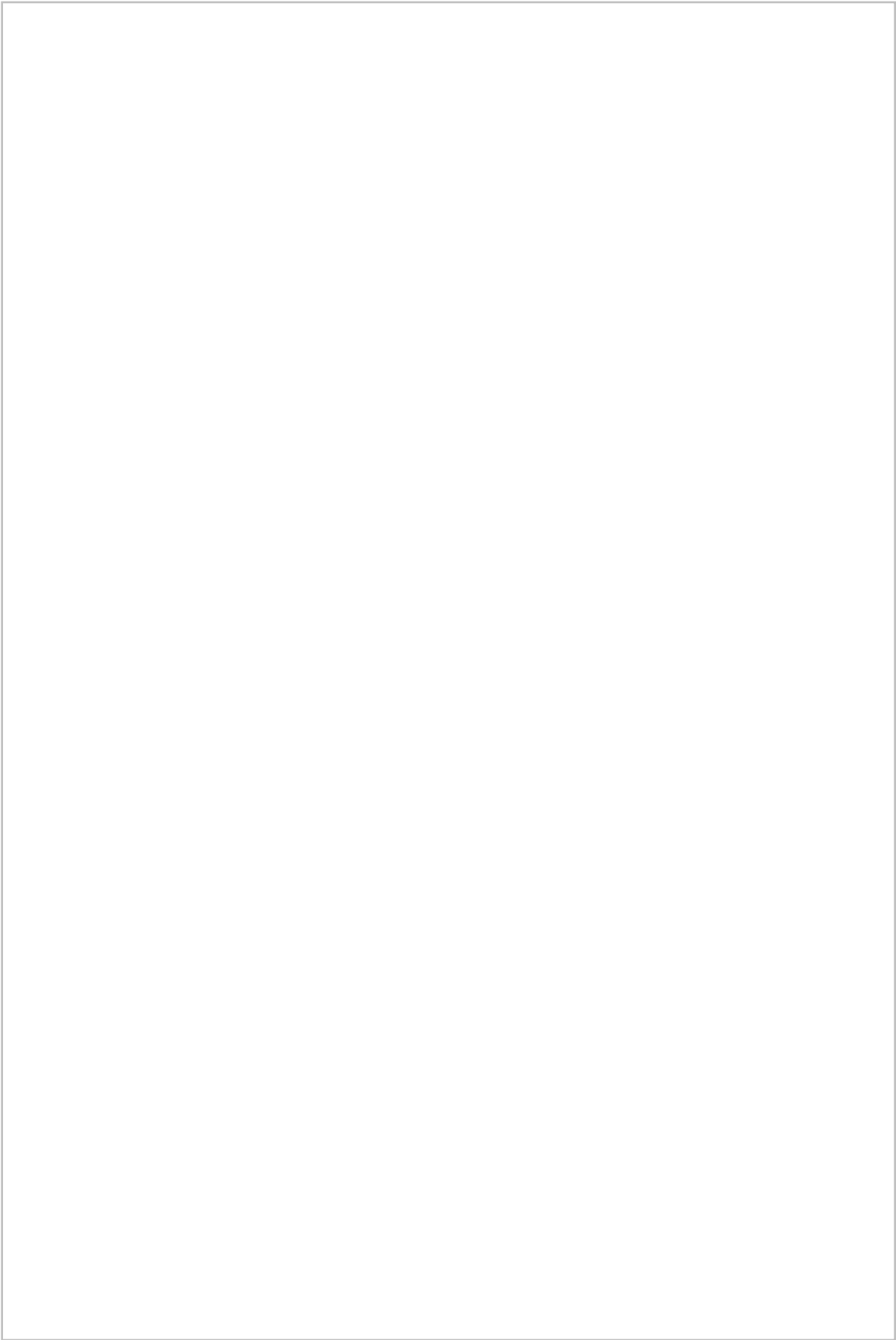
NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2000	Some Schools
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	2001	Airport area’s real estate de localization
Avigation Easements	-	No
Zoning Laws	-	In progress
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	In progress Airport Commission
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Malpensa transport Programme Framework Agreement

NOISE MONITORING SYSTEM



As regard to the noise monitoring system, there are 18 fixed remote stations, linked to a master station.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Index L_{va} (night period is considered from 23.00-06.00)

Zone A – L_{va}<65 dB(A): Residential area

Zone B – 65 dB(A)<L_{va}<75dB(A): Industrial area

Zone C – L_{va}>75 dB(A):Country/Airfield area

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)

COMMENTS

There are complaints about non compliance of aircraft with the procedures required. It is in progress the Airport Commission with the purpose to define some "minimum impact" scenarios in order to identify solutions based on low-profile traffic noise impact on the environment surrounding airport and the noise zoning.